Hi-Q

Journal of the L.A.R.C.

Next meeting:

Thursday, May 12th
1994
Room 245, McIntyre
Building,
Confederation College.

May, 1994

LARC is a member of Radio Amateurs of Canada

The Northern Ontario Amateur Radio Call-Book

If I were a betting man, I would bet that most of you didn't even notice the name change. We've expanded the coverage area and therefore, the name of the Call-Book was changed as well. The most southern point listed is Gravenhurst. Coverage extends up to Hudson Bay and includes all points between Manitoba and Quebec.

The residents within these boundries have two things in common. They're wonderful, friendly people and their Postal Code starts with the letter "P". The latter was the sellecting criteria for extracting our data for input into our data base.

And that explains both the increase in the size and price of the Call-Book. Back in January when we were still dealing with just Northwestern Ontario we advertised the price as $3.00. A new Canadian data file then became available and we decided, that since it had many of the new VA3 series calls, we would go for a directory covering the whole of Northern Ontario. The expanded coverage area and subsequent increase in production costs have forced us to set the price at $5.00 for this issue, and change the name to reflect the enlarged area.

If you want to know **Who's Who in Northern Ontario**, this is your definitive directory. The Table of Contents includes:

♦ Amateurs listed alphabetically by call,
♦ Amateurs listed by location and call,
♦ Northern Ontario Repeaters,
♦ Nets of interest to Area Amateurs,
♦ Regular Club Activities; and
♦ Packet BBS Stations.

Local orders: Thunder Bay and immediate area amateurs may purchase copies at $5.00 each, from any of the following: John (VE3GTX), Skip(VE3BBS), Terry (VE3TKA); or Jim (VE3UA).

Out of town orders: Please coordinate ordering within your area. Place a single order for the quantity required, we pay the shipping. Include a cheque or money order payable to LARC for $5.00 per copy. Mail your order to:

Editorial Coordinator
LARC
P.O. Box 2571
Thunder Bay, ON P7B 5G1

As you make your ham radio purchases this year, please remember, without the generous donations of our sponsors, the cost of the Call-Book would have been much higher. Please support our advertisers.

And now a last word. Many local and more distant amateurs had a great amount of input in this issue. The LARC is greatful to those who sent in updates from their area. In the final few months there were many others directly feeding data into the data base. Mistakes can and likely did occur. I appologize for any errors, but if you find something wrong or if we left something or someone out, please let us know. We will correct it in the next issue.

1993/94 LARC

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1881—1972

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CY9 / St. Paul Island
DXpedition 1994

Normally uninhabited, St. Paul Island, (off the northern end of Cape Breton Island in the Cabbot Straight) is all but inaccessible because of high cliffs and the lack of protective shelter from wind and sea. The foreboding island is well known by sailors around the globe as "The Graveyard of the Atlantic". Over the years, numerous ship wrecks have claimed the lives of 3,000 maritime travellers on its rocky shores. Nevertheless, weather permitting, four amateurs from Marinette Wisconsin are planning to operate for four or five days between **Friday, June 10th and Sunday, June 19th.**

CY9 / St. Paul Island qualifies as one of over 700 islands world wide, for the Islands on the Air (IOTA) awards programme sponsored by the Radio Society of Great Britain (RSGB). The IOTA reference number is NA094 and its' grid square is GN03AT.

Operators *(all Extras, whose ages range from 33 to 62 years, (from Sam's Callbook)...Ed.)* for CY9 / St. Paul Island DXPED 1994 will be: N9JCL/CY9 Scott, K0SN/CY9 Tom, AA9GZ/CY9 Bob and WC9E/CY9 Paul. They plan to man two stations and keep them running 24 hours around the clock provided the Propagation Gods cooperate and the coffee is hot. Look for them on 10 through 80 Metres including the WARC bands, operating modes will be PHONE, CW and RTTY. They ask that you give your full call when calling them.

QSL via K0SN Tom Hellem, W6321 Two Mile Road, Porterfield, WI 54143 U.S.A. Please send a self addressed, stamped envelope plus one green stamp.

The notice received here expressed appreciation to the following DXpedition sponsors: Marinette-Menominee ARC, Butternut Electronics, Northeast Wisconsin DX Assoc., The 247 Net, PDA Logic Logging and The 256 DX Group.

The LARC wishes the team members fair weather and good DX.

With thanks for the above information, via Matti VE3EEI, from Scott N9JCL. ...Ed.

Silent Keys

It is with deep regret that we announce the passing of **Reino Olavi Martin, VE3AC** of Sudbury, Ontario. Reino will be missed by his many friends as he was one of the old-time experimenters always offering advice and his experience whenever it was needed. Please join with us in extending our condolences to Reino's family and friends.

Sadly, we must also announce that **Joseph Frederick Atkinson, VE3EEQ** of Dorion, Ontario passed away on April 12th, 1994. LARC and area hams offer sympathy and condolences to the family and friends in mourning.

Alan Towns VE3FSZ of Red Lake passed away in April. The Lakehead Amateur Radio Club and area hams extend

Moving? Be sure your Hi-Q follows you! Send your change of address notice to:
LARC — Hi-Q ▾ P.O. Box 2571 ▾ Thunder Bay ON Canada P7B 5G1

Lakehead Amateur Radio Club History Project

to Alan's family and friends in their time of sorrow.

Hamfest Northwest and Flea Market,

Saturday the 27th of August, 1994 is the day to mark on your calendars. The Lakehead Amateur Radio Club will host its' Northwestern Ontario Hamfest and Flea Market for the low admission price of $3.00. Talk-in on repeater VE3YQT, 147.06 KHz. with a minus 600 kH split.

The list of activities includes:
♦ Buffet Breakfast
♦ Commercial Exhibits
♦ IC Delegated Examiner Testing
♦ Packet Seminars
♦ CW/QLF Contest
♦ Flea Market
♦ ARES
♦ Supper/Guest Speaker
♦ Free Parking

Plan on spending the whole day at the Landmark Inn at 1010 Dawson Road (just off the Expressway on Dawson Road, opposite Red River Road). The day starts off with a breakfast buffet at 0730 hours, then from 09:00 to 1600 hours put your bartering skills to the test at the Hamfest and Flea Market. To put a wrap on it, join us for supper and awards at 1800 hours.

For out of town visitors wanting hotel accommodations, make reservations at the Landmark Inn, and mention the Hamfest Northwest to receive the special room rate. "When you're away from home, It's nice to stay with friends." Call, 1-800-456-3950 toll free from Minnesota, Wisconsin, Michigan or anywhere in Canada.

For registration, contact Tim (VE3YTV) 807-622-2700, Terry (VE3TKA) or Skip (VE3BBS) 807-768-8164.

They may also be contacted via packet: VE3YTV, VE3TKA or VE3BBS @ VE3TKA.NON.ONT.CAN.NA

See you at the Hamfest Northwest!

Outgoing QSL Bureau

The RAC offers a service to members for the outgoing of QSL cards. The address is: RAC Outgoing QSL Bureau, Bag 5000, Morinville, AB T0G 1P0. The custodian is Norm Waltho, VE6VW.

Reports coming from the Bureau indicate that a huge backlog of cards has been recently sorted and cleared. They weighed around 500 KG.

From 18 April, 1994 RAC News Service; Cam Inglis VE3UXN, Editor.

LARC/Hi-Q Information

Hi-Q is published ten months of the year by the Lakehead Amateur Radio Club Inc. (LARC), an Ontario registered, non-profit corporation. The opinions/viewpoints expressed or implied in Hi-Q are those of the contributing authors; the LARC, Hi-Q or its' Editors assume no responsibility for the accuracy of information submitted. Material in Hi-Q may be copied for non-profit use by the amateur radio community provided credit is given to the author and source(s).

Contributions related to amateur radio, and in particular articles of interest to Northwestern Ontario amateurs, are encouraged. Contributions in the form of manuscripts with drawings and/or photographs are welcome, however, the preferred method of submission is electronically, either via modem or on a 3.5" disk, the disks will be returned). The preferred format is as a WordPerfect® 5.1 file; the next acceptible is as an IBM-compatible ASCII file.

Mail your articles direct to the Assistant Editor, Bill Boland, VA3BA, at 431 McKenzie Street, Thunder Bay, ON, P7C 3L1. Files may also be submitted via modem by prearrangement at (807) 622-3686 (2400 N, 8,1) or on PACKET to VA3BA @ VE3TKA.NON.ONT.CAN.NA.

Dated announcements should be received by the editor(s) no later than ten days prior to the first day of the month in which the notice is to appear.

As a means of reducing production and distribution expenses, Hi-Q will accept advertising at the following per-issue rates: Full page — $60.00; ½ page — $40.00; ¼ page — $20.00; and ⅛ page — $15.00. Reduced rates, of one third off, are available upon receipt of advance payment for 10 issues (i.e. one full year). Send your "camera ready art work" and cheque (payable to LARC) to the Club address below.

Advertising matter that appears in Hi-Q implies neither endorsement nor recommendation of the product or service by the LARC, Hi-Q or its' Editors.

LARC membership fees, determined annually, are set for 1993, as follows: Regular — $30.00; Associate — $20.00; Associate (attending Ham classes) — $80.00; Student (attending school full time) — $15.00; and Family — $30.00, plus $10.00 for each additional member of the family at the same address.

Hi-Q is distributed to all LARC members, except that only one copy is issued to each address.

The club call is VE3FW in honour of our founding president, Pat O'Shea. The LARC owns and operates two VHF repeaters, VE3TBR on 146.82 MHz (minus) located atop St. Joseph's Heritage, and VE3YQT on 147.06 MHz (minus) located on Mount Baldy.

The club mail address is: Lakehead Amateur Radio Club Inc.,P.O. Box 2571, Thunder Bay ON P7B 5G1.

Electronics Fair 1994

Make a date to attend the upper midwest's largest **Electronics/Computer Swapmeet & Show** on Friday and Saturday, July 15th and 16th in the Aldrich Arena, **Maplewood MN**. Sponsored by the Twin City FM Club, there will be hundreds of indoor exhibits and a giant outdoor flea market. Opening times as follows:

Friday	Outdoor Flea Market	6:00 p.m. to 9:30 p.m.
	Commercial Exhibits	6:00 p.m. to 10:00 p.m.
Saturday	Outdoor Flea Market	6:00 a.m. to 3:30 p.m.
	Commercial Exhibits	8:00 a.m. to 3:30 p.m.
	Grand Prize Drawing	2:30 p.m.

New Calls in Thunder Bay

Blake Russell requested and was issued the call, **VA3TMP** while the Northern Ontario Amateur Radio Call-Book was in the print shop. He still retains VA3BHR as shown in the 01 April, 1994 issue.

William Bell has received the call **VA3NES**, that makes it four hams in the Bell family! Congratulations William, hope to hear you on the air soon.

Dummy Load—Do's and Don'ts
By Al VE1UG

Have you ever tuned in to a local or a DX net, decided to "tune up" and join in? Have you then switched to your Dummy Load, pressed your TX switch and happy that you won't interfere, proceeded to peak everything to the max. Did you then hear the Net Controller comment on some "tunner upper" interfering? Obviously not me, I hear you say; I was on the Dummy Load. Think again, I say.

Consider where in the house your "shack" is. Consider the length of your grounding wire from the TX/RX to the "real" ground, ideally your cold water line entrance point if you are a city dweller. Now think of the ground wire length, not in feet or metres, but in fractions of the wavelength you are tuned to. If your wavelength is say, 20 Metres, and your ground wire is 5 Metres (about bedroom height above true ground), your ground wire will then be, for the 20 Metre band, not a ground wire but a highly efficient insulator—ie, a quarter wave stub.

Then, dear friend, your Dummy Load and TX/RX, sitting on the top of the quarter wave stub, tends to top load the stub which now becomes a fairly efficient radiator. Arrange a test of your system with a not too distant buddy. You can probably have a Q5 QSO with both rigs feeding Dummy Loads. (You will have to switch to antenna to receive ...Editor.)

No one should "tune-up", Dummy Load or no, on an active frequency. Move off to a clear spot, use your Dummy Load, switch to antenna, to tweak again, and then go back to the Net frequency. Your "rig" won't care that it's tuned 15 KHz off, and you can be happy that you are not a Dummy Load "dummy"

From: the March 1994 Dartmouth Amateur Radio Club bulletin, "The DARC Side", Bill Galloway VE1WWG, Editor.

RAC National Executive Meets

From: RAC Special News Bulletin Packet Edition 22 March 1994 Cam Inglis VE3UXN @ VE3CDY, Editor and Steve Cutway VE3GRS @ VE3CDY Packet Editor/Transmission.

The first meeting of the National Executive of Radio Amateurs of Canada (RAC) was held March 19, 1994 in Kingston Ontario. The Executive reviewed reports from RAC's auditor, government liaison groups, international relations, the RAC Administration and Finance Committee and received updates on the activities of committees. The complex merger and startup activities of RAC plus Industry Canada's initiative to study the feasibility of having RAC administer the Amateur Radio Service has placed a heavy workload on staff and volunteers.

The auditor's financial report for 1993 reflected a deficit caused by a number of extraordinary merger, legal, accounting and meetings expenses associated with the setting up of RAC. The auditor indicated that, in his opinion, the corporation is on sound financial ground and is in an adequate cash flow position. Copies of the 1993 Financial Statements will be made available to members after presentation and acceptance at the July 1994 Annual General Meeting in Calgary.

At the March 17, 1994 meeting of the Canadian Amateur Radio Advisory Board (CARAB), Industry Canada indicated that the proposed re-allocation of 220-222 MHz would not be decided until late 1994. IC also stated that they are drafting procedures to introduce RF transmission standards based on TRC-86 (criteria to resolve RF immunity complaints). While noting the critique of RAC, the Radio Advisory Board of Canada (RABC) and the objections of amateur radio operators across the country, IC gave no assurances that they would back away from their flawed approach to a most sensitive techno-social problem. RAC members of the Amateur Delegation Working Group (ADWG) presented an overview report on the progress of the feasibility study to transfer of the administrative functions of the amateur service to RAC.

The Executive also reviewed many ongoing activities including preparations for the 1st RAC National Convention July 29-31, 1994 in Calgary, approved the process to hold the first election of RAC's Regional Directors in the Fall of 1994 and plans to host the IARU Region 2 member societies at Niagara Falls in September 1995. The Chairman of the VHF/UHF Spectrum Management Advisory Committee outlined the band planning consultative work underway across Canada. A proposed Digital Communications Advisory Committee is in the planning stages.

Members of the Executive congratulated the accounting firm's representatives, RAC staff and the many volunteers who worked countless long hours to bring about the merger and dealing with the complex issues associated with the start-up of RAC. They also noted that 1993 was a "one-time" extraordinary year which no one wants to repeat ever again.

"NET CONTROL, THIS IS FUEL STOP"

Part 2 (Conclusion)
by Ian Mellis, VA3RIM

I found the microphone. (Ed, VE3SNW had one in class and I had seen one used on television a couple of times.) I saw what looked like a main button (bigger than the others). I held it like I'd seen it done. I pushed it. I did not know if I was supposed to pop it down and then release it or hold it down continuously. My thumb wouldn't let go so I held my breath and said into the mic, "Net Control, this is Fuel Stop."

A voice came back, "Go ahead Fuel Stop."

After a split second of initial shock I realized that the voice was none other than the big cheese himself, the commander, the Co-ordinator of Emergency Services, Skip Wright (VE3BBS). Ed (VE3SNW) was right after all. You could recognize voices over the radio. Wow ! Then with adrenalin pumping and my heart pounding, I read my numbers thinking that someone was having to copy them so I slowed down a bit and said, "That is all."

The voice came back suddenly and said "Would you confirm these numbers, Fuel Stop? " He repeated them and I said that they were correct.

Net Control replied, "QSL Fuel Stop."

The letters QSL were in my memory banks from the radio class but try as I might I couldn't find the meaning and when nothing else was heard my thumb let the mic button up and I walked backed in a daze towards the noise.

Norm immediately went back to the radio with his next batch of numbers. The snowmobiles were really piling in now. The noise was deafening with their coming and going. Action was everywhere and then Norm came back.

Now it was my turn again. I read my numbers again with a little more confidence. At the end, Net Control said, "Did you copy Grand Marais ? "

"QSL, Grand Marais" was the reply.

My heart took another flop. My radio transmission was picked up by Net Control in Thunder Bay and at the same time in Grand Marais, U.S.A. I figured that would be quite enough excitement for one day but again I was in for more revelations.

The race continued at a feverish pace. Norm was at the radio when snowmachine # 256 flew in and skidded to a stop and quickly cut his motor. It was Mark (VE3VUK). Maureen yelled "Hi Mark !" and waved.

Mark gave a quick wave back and shouted "Hi !" He knew he had been recognized as he leaped upon his machine, pulled the cord and was gone with the white ghost chasing him. He had completed 50 brutal miles safely and had 450 similar miles to go.

Norm came back and I returned to the radio. While he was gone the sled that we had been told to watch for had arrived. I knew that I had the special news that sled number 256 had made it to the fuel stop (sorry Norm, I had him !) I read the numbers over the radio up to and over the special number plus three numbers following it. I deliberately did not change the tone or speed of my voice. Skip, at Net Control, replied, "QSL Fuel Stop." He paused and then continued. "Would you repeat the numbers from number 256 to the end ?" I did so. Net Control had been waiting for that special number to get to the fuel stop. It did safely and a friend had been recognized. Thank you amateur radio.

The race continued at a horrendous pace. The voices coming over the radio were almost constant now. Norm mentioned that he would bet that Net Control was having fun now ! I guess rank has its responsibilities too.

Checkpoints to the south were now sending numbers to Net Control as the racers reached them. First it was Larsen Road and then it was the Canada/U.S.A border. As the number of sleds at the fuel stop began to slow, I began to reflect about what was actually happening. It wasn't just what was winding down at the fuel stop, but also what was happening all the way between Thunder Bay and Grand Marais. The racers were still covering the gruelling miles to the south and the volunteers from the Lakehead Amateur Radio Club were still at their posts providing continuous communications. The enormity of it all began to set in. I was impressed by the skill, knowledge and dedication of the LARC members.

As the pace slowed, Norm mentioned that Net Control had informed him that the sweepers had left the starting line. These were two men on snowmachines who followed the trail behind the racers. It was their job to locate the crippled, the lost and the lame. The sweepers eventually got to us at the fuel stop. Their list showed six casualties. We were given the exact sled numbers, their condition and their location. Norm immediately relayed this vital information back to Net Control, who in turn, informed the pit crews required by each racer. They were waiting to hear the news about their sleds and drivers that did not make it to the fuel stop.

Norm did not leave his radio during this whole wrapup procedure. Lives and property were at stake. Three hundred twenty six men and women had passed our station and were accounted for. Now he had to help the six racers who had not reached us.

One racer eventually could be seen coming in. Have you ever seen a motorized ice-sculpture ? We saw one limping in just then. When he finally stopped his ice-encrusted machine, he slid an ice-caked body off the seat and sloshed around to warm up a bit. He said that he had been up to his waist in a river trying to get his machine onto solid ground. His mid-winter swim was enough for him and he called it quits. Norm immediately radioed this information to Net Control and then proceeded to explain where the driver and his machine could be picked up by his pit crew. The driver was then taken to the St.

John's Ambulance van.

Other arrangements were made between the sweepers and those in the group who had snowmobiles available for rescue. Locations of pickup points were confirmed and this information was radioed to Net Control and to the pit crews. Amateur radio saved life and property that day. I know because I was there.

Preparations for departure were in progress. Fuel lines were taken down and put into the waiting trucks. Firemen started to collect their equipment. Fire extinguishers were carefully stowed away. The people with the radio communications, Norm, Maureen and I began to wind down mentally. It was easy to see that Norm was pleased. The firemen began to relax as the last of the fuel lines were put safely away. The Paipoonge Township Fire Chief started to relax. His men had not been called into action and that was good. The race officials were noticeably relieved that all had gone well at the fuel stop.

Everyone began to gather around the centre of the quiet area where pandemonium had so quickly come and gone. Everyone had done his job for which he was responsible. Everyone was happy. The final farewells were being spoken and people began to slowly drift to their waiting vehicles. Our van would be the last to leave. Norm wanted to make sure that everyone got out safely. It had been a wonderful day.

Suddenly, the quiet was broken as we heard the growl of a snowmobile and from the south we saw coming slowly along the trail towards us, a lonely machine. The driver sputtered to a stop on the edge of our clearing and stayed sitting on his machine, no greeting and no movement was discernible. Someone walked over to him and it was discovered that it was indeed a racer and that he was in a great deal of pain. A member of the Paipoonge Fire Department Rescue Team as well as members of St. John Ambulance attended to him. Our group began to gather around the injured racer. The first aid crew could be seen talking to the racer and taking his pulse. The racer had suffered a back injury and had managed to get back to the fuel stop where he knew help would be. He was apparently in serious condition. Norm notified Net Control and then from then on he barely left his radio.

There was some indecision as how best to get the injured racer to the hospital in Thunder Bay. It became known that the man was an American citizen and the question of medical insurance coverage was raised but he said that he was covered.

Norm was still at his radio. He was having trouble finding empty space over which to talk. The radio activity was still continuing it's hectic pace. Back and forth, Net Control, Fuel Stop, Larsen Road, the Border, Grand Marais and now Skyport entered the throng. It was pandemonium over the airwaves and at the fuel stop we had an injured racer whose wife apparently was waiting for him in Grand Marais.

I wondered if the air ambulance helicopter should be brought in to evacuate the injured American racer. When this was mentioned to the race official, he seemed surprised that this could even be contemplated, let alone done. Norm was still at his radio.

The problem now on people's minds was who would issue the order to bring in the helicopter. The issuer of that command just might have to pay the bill and it just might be more than a dollar or two ! For the race official, there was the added problem of calling in a Canadian helicopter for an American citizen on Canadian soil. I asked the race official if there was someone that we could call who could authorize the calling in of the helicopter. He rummaged through his layers of clothing and brought out an orange card. On the card was a 1-800 telephone number to race headquarters. I took the information and the card back to Norm and the request for assistance was radioed to Net Control. The Paipoonge Fire Chief now came back to the van and placed his arm on the top of the open door, leaning in, listening to the radio for the news.

Tension gripped the air. Everyone at the van was silent. Everyone wanted to hear the radio.

Norm held the orange card in one hand and the microphone in the other. He waited. The transmissions between LARC communication posts were continuous. Norm could not find any free air space and he had vital information that had to get through.

Suddenly in the midst of all those sled numbers that were being relayed to Net Control, Norm said, "BREAK, BREAK". A space was immediately opened for Norm and he sent the 1-800 telephone number to Net Control with a request for information on insurance coverage as was dictated by this situation. Yes, this emergency procedure had been mentioned during the LARC radio course last fall, but who in his wildest dreams............

The wait was agonizing. The silence deafening. The Fire Chief leaned on the van door, Norm sat in the van with the microphone in his hand. Everyone waited.

Finally, what seemed an awfully long time, maybe two or three minutes, five minutes at the most, who knows, over the airways of Norm's radio came the voice of Net Control saying, "Race officials authorize the evacuation of the injured racer."

The Paipoonge Fire Chief, upon hearing the authorization, raced to his own vehicle, immediately contacted ambulance dispatch on his fire radio and requested that the air ambulance be dispatched to our location. Seconds later we were informed that the air ambulance was not available as it was on a flight to Geraldton, 180 miles (300 km) northeast of Thunder Bay ! Arrangements were then confirmed to have an ambulance dispatched from Thunder Bay and a rendezvous with the St. John Ambulance would take place at the junction of Highways 61 and 608.

This information was relayed to Net Control in Thunder Bay as well as to Grand Marais so that the racer's wife

could be notified. Also, the pit crew was informed that the machine could be picked up at the junction of Highways 61 and 608. It was amateur radio that had provided the vital communication link.

Preparations were once again made for departure and this time they were final. That lonely spot in the middle of nowhere was given back to Mother Nature.

On the way out, Norm was finally able to notify Net Control that everyone had left the fuel stop and we then quietly settled back in that warm van listening to the news of the racers flowing south to Grand Marais.

We had just arrived at the junction of Highways 61 and 608 when over the radio came the request from further south, "Did sled number 333 return to the fuel stop ? He can't be located."

Norm replied that everyone had left the fuel stop sometime before but that he would go back and check it out. Partway back to the fuel stop, once again the voice came over the radio with, "Sled number 333 has been located". Norm found a convenient driveway and turned back to the highway junction saying as he did that he was glad he had front-wheel drive on the van. The snow was deep.

Back at the junction of Highways 61 and 608, we waited for the pit crews that were supposed to be coming for the two snowmobiles that had been transported out from the fuel stop. The first belonged to the driver who had stopped his race after going for a swim in the river and also that of the driver who had been injured.

Norm had accounted for all the racers who had left the start line of the International 500 Mile Snowmobile Race, now he had two snowmobiles left. As we waited we could see pit crew vehicles flashing south on Highway 61 with their race numbers displayed prominently but none stopped for the two that were with us. Eventually Norm left them in the charge of two other men also waiting and started home to Thunder Bay.

Going back up Highway 61 was peaceful. It wasn't snowing on the highway this time as it was a few hours earlier. The day was bright. The van was warm and the radio was still there with the news that the racers were still heading for Grand Marais.

Norm, Maureen and I had just experienced an incredible day and I had just experienced at first hand the capabilities of amateur radio. When we reached home it was still only 2:30 pm. Wow, what a day !

Ian attended the LARC ham classes which ended in January, he received his Amateur Profieiency Certificate and license early in March 1994...Ed

◊   ◊   ◊

Computer Saga

Pat Doherty VA3GD

I don't think it pays to buy computer magazines and papers. You get great visions of power 486's dancing in your head.

I have been dreaming about a 486 ever since they came into existence. The prices are getting better and the machines get faster. The only thing standing in my way is my pocket book, and house projects needing completion.

In December I decided I better get at my hardwood floor in the front room. A sliding combination miter saw was needed to complete the project. I said goodbye 486, hello miter saw. The old 386 was going to have to do for another year. Now I was all set, pay for saw and order flooring end of March. Install in April.

At the end of January the old reliable 386 decides it does not want to recognize floppy drives. Borrow floppy controller, install, still no floppy drives. Trouble with the motherboard. Start studying papers for new 386 motherboard. All the new ones use Simms for memory, my ancient motheboard uses Dips. Now faced with buying memory as well as motherboard. Rationalize to myself if I am going to have to spend money on memory there is no point in spending it to get memory for a 386. You need at least 4 MB.

Now I start looking at 486 motherboards. The powerful 486DX2-66 is attractive except for the price. Selling for just under a $1000.00 including taxes is beyond my budget. I decide to go with the 486DX33, but I get a chance to pick up a 486DX2-50 for slightly more than a DX33. I choose the DX2-50. We're in the Windows era so I need a minimum of 4MB RAM, 8MB is preferred. I go for 8MB. The motherboard is VESA local bus. This calls for a new video card. I bite the bullet for a new video card. My old hard drive was a 65MB RLL and can't get new controller. Borrow IDE hard drive and controller. Install same. I have a problem. Getting write errors. Maybe I need an VESA I/O card. Install new card, still having problems. Decide maybe older IDE hard drive is too slow. Start to do some judicious shopping for a hard drive. Purchase 270MB hard drive, install same. Set up the jumpers on the I/O card and the problems seems to be solved.

I now have a 486DX2-50 with VESA local bus, local bus video and I/O cards, 8MB of RAM and 270MB hard drive. Not bad, for just starting out to replace a 386 motherboard.

My old hard drive was 65MB, replaced it with 270MB. We are now all set for the future, except for one small problem. I run Checkdisk and there is only 50MB of space left. I have used 220MB so far and I used to get along with 65MB. When you graduate to Windows the space disappears. The programs are all fat and take up a stupendous amount of space. I could install just the essentials, but what would be the point of it. Its the bells and whistles that make the programs attractive.

It seems I got a tiger by the tail. How long will it be before I need an second hard drive? The articles keep saying things like 486DX4-100, Pentium, P6 and Power PC. I will never keep up. Am I faced with walking on plywood floors forever!

◊   ◊   ◊

"You know you're getting old when the gleam in your eye is from missing your mouth with the toothbrush."

Proposed Canadian Amateur Radio Voluntary HF Band Plan

160 Metres
Maximum bandwidth 6 Khz   QRP
CW   1.800 - 1.840   1.810
SSB   1.840 - 2.000   1.843
DX W.   1.830 - 1.840

80 Metres
Maximum bandwidth 6 Khz
CW   3.500 - 3.725   3.560
RTTY   3.600 - 3.645
SSB   3.725 - 4.000   3.985
SSTV   3.840 - 3.850

40 Metres
Maximum bandwidth 6 Khz
CW   7.000 - 7.150   7.030 to
RTTY   7.070 - 7.080   7.040
SSB   7.050 - 7.100
SSB   7.150 - 7.300   7.285
SSTV   7.170 - 7.180

30 Metres
Maximum bandwidth 1 Khz
CW   10.100 - 10.150   10.106
RTTY   10.140 - 10.150

20 Metres
Maximum bandwidth 6 Khz
CW   14.000 - 14.095   14.060
RTTY   14.070 - 14.095
Pack   14.095 - 14.099
Beac*   14.100
SSB   14.101 - 14.350   14.285
SSTV   14.225 - 14.235

17 Metres
Maximum bandwidth 6 Khz   QRP
CW   18.068 - 18.110   18.106
RTTY   18.100 - 18.110
SSB   18.110 - 18.168   18.160

15 Metres
Maximum bandwidth 6 Khz
CW   21.000 - 21.100   21.060
RTTY   21.070 - 21.100
Beac*   21.149 - 21.151
SSB   21.100 - 21.450   21.385
SSTV   21.330 - 21.350

12 Metres
Maximum bandwidth 6 Khz
CW   24.890 - 24.930   24.906
RTTY   24.920 - 24.930
SSB   24.930 - 24.990   24.960

10 Metres
Maximum bandwidth 20 Khz
CW   28.000 - 28.200   28.060
RTTY   28.070 - 28.150
SSB   28.200 - 29.300   28.885
Sat**   29.300 - 29.510
SSB, FM,
Rep.   29.510 - 29.700

Minimum License Requirements for HF Bands

Operation on the 160 and 80 metre bands requires a Basic amateur radio license plus a 5 words per minute code endorsement. Operation of the 40, 30, 20, 17, 15, 12, and 10 metre bands requires a Basic amateur radio operators license plus a 12 words per minute morse code endorsement.

* Please do NOT transmit on beacon frequencies
** Please do NOT transmit on satellite downlink frequencies

SSB - By convention on single sideband: lower sideband is used on 160, 80, and 40 metres - upper sideband is used on 20 metres and higher bands. AM transmission is also permitted in these band segments

QRP: International frequencies for low power operation

This Bandplas as suggested by RAC is provided here for the purpose of
encouraging discussion and debate among Canadian Amateurs.
Your concerns should be directed to Pat Doherty, VA3GD:
via packet—VA3GD @ VE3TKA.#NON.ONT.CAN.NA
Via e-mail—pat.doherty@oln.com.
How's that for service Bob?...Ed.

**Minutes of a meeting of the Lakehead Amateur Radio Club
held in Room 245 at Confederation College
Thunder Bay, Ontario on April 14, 1994**

The meeting was called to order at 7:30 pm by the President VE3TKA, Terry Stewardson with 35 members and guests in attendance. The meeting started with a round-table of those in attendance introducing themselves.

Minutes of the previous meeting:
The minutes of the previous meeting held on March 10, 1994 were published in detail in the April edition of "HI-Q" and mailed to all members.
Motion: moved by VE3RVA, Bob Hanson and seconded by VE3BHN, Bob Gillespie that the minutes be accepted as printed. . . . **Carried.**

Treasurer's Report:
VE3BBS, Skip Wright reported the annual 1993 - 94 financial statement as of April 14, 1994 as follows:

Balance forward as of March 10, 1994	$ 2,782.53
Expenses	1100.64
Income	95.00
Petty Cash	45.03
Balance as of April 14, 1994	$ 1,821.92

Motion: moved by VE3XT, Leo Immonen and seconded by VE3ICY, Glen Wallace that the Treasurer's report be accepted. . . . . **Carried.**

President's Report VE3TKA, Terry Stewardson:
2m Amplifier Project: those club members building 2m amps got together on Tuesday, April 12/94 at Confederation College and under the direction of VE3EFC, Bill Unger did a lot of soldering on the circuit boards. It will take one more night to finish off this project. The cost of this project is approximately $50.00 payable anytime.
Boy Scout Jamboree: during the long weekend in May, there will be approximately 300 Boy Scouts taking part in a Jamboree being held at Sleeping Giant Provincial Park. The club has been asked to set up an amateur radio station in the park as part of the Jamboree activities. VE3FLB, Rob van Wyck and VA3RIM, Ian Mellis have volunteered their services. If anyone else would like to volunteer for the weekend or any part thereof, contact VE3TKA, Terry Stewardson.
Northwestern Ontario Hamfest and Flea Market: this event has now been confirmed for Saturday, August 27/94 at the Landmark Hotel on Dawson Road. The Landmark has offered to put on a buffet breakfast (price not yet confirmed) to start the day off.
James Whalen Tug Boat Restoration: the Lakehead Amateur Radio Club has been asked if we will help in the restoration of the radio room on the James Whalen by acquiring and installing a 1960s era radio. A committee has been set up consisting of VE3TKA, Terry Stewardson, VE3AJ, Bill Klemaki, VE3KV, Len Catillo and VE3GTX, John Watson which will meet with the people involved to see if we can be of any assistance.

Other Reports:
Pre-Nordic World Cup Ski Events: VE3BBS, Skip Wright reported that club members participated on two consecutive weekends at Big Thunder providing radio communications. 13 operators were involved, some with very early morning starts. Apparently, the organizer's were impressed by the services provided by club members. The Nordic organizers have asked if we will provide the same type of services for 10 days in March of 1995. They feel the existing phone system at Big Thunder and the cellular system will not meet their needs in 1995 in providing communications between Big Thunder and the hotels etc during the games. We will probably need 2m communications between Big Thunder and the hotels as well as various points on the cross country ski trails. Approximately 40 operators will be required to provide the services requested. Skip already has 15 confirmed operators. If the club does not have the necessary person power committed in the near future, the club will be required to reduce it's services or with draw from the Nordics as a club project. VA3GD, Pat Doherty suggested that we approach the radio clubs in Northwestern Ontario to see if any of their members would be interested in volunteering. VE3UA, Jim O'Brien suggested that maybe we could billet out-of-town amateurs who volunteered. VE3ZG, Mike Nawrocki reported that a scan of all the frequencies being used at Big Thunder including our 2m frequencies was done during the two weekends. The busiest time recorded was 13.5 minutes of air time in an one hour period.

Old Business:
Call Books - were to be ready tonight for distribution, but the printers had put the wrong type of binding on the books and it will take another week to correct this fault. VE3UA, Jim O'Brien had one of the finished call books and it looked real good. VE3TKA, Terry Stewardson and VE3GTX, John Watson will be the main contacts for purchasing the new call books when they become available.

New Business:
HF Band Plans - VE3RVA, Bob Hanson noted that the band plans for 2 and 6m had been published in "HI-Q". He asked if it would be possible to have the HF Band Plans published in future editions of "HI-Q". VE3UA, Jim O'Brien replied that it could be done.
Waterproof Steel Box - a 2' x 2' x 8" steel waterproof box is required by the club to house a radio as part of the linking system. Due to the incompatibility with our radio and the existing radios at the proposed site, our radio will be installed in this box outside. A new box of this type is $214.00 plus taxes. If anyone can help out, contact VE3TKA, Terry Stewardson or VE3BCD, Laurie Bridgett.
Letter from Salvation Army - the club has received a letter from the Salvation Army requesting our help in their annual Red Shield appeal which is held the first Monday of May. We will require 6 operators with vehicles. If you can help out, contact VE3BBS, Skip Wright.

Adjournment: moved by VE3SNW, Ed Baumann and seconded by VE3ZG, Mike Nawrocki that the meeting be adjourned. **Carried.**

50/50 Draw: winner of the 50/50 draw was VE3PHL, John Kuzma.

1994 **May** 1994

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2 7:00 p.m. 2M Mini Net Swap'n'Shop VE3YQT	3	4	5	6	7 Royal Lepage Run for Women raod race Duluth Hanfest
8	9 7:00 p.m. 2M Mini Net Swap'n'Shop VE3YQT	10	11	12 7:30 p.m. LARC General Meeting	13	14 Nevada QSO Party
15 Nevada QSO Party	16 7:00 p.m. 2M Mini Net Swap'n'Shop VE3YQT	17	18	19	20	21 Michigan QSO Party
22 Michigan QSO Party	23 7:00 p.m. 2M Mini Net Swap'n'Shop VE3YQT	24	25	26	27	28 CQ WW WPX CW Contest
29 CQ WW WPX CW Contest	30 7:00 p.m. 2M Mini Net Swap'n'Shop VE3YQT	31				

Northern Ontario Amateur Radio Call-Books
are available from
the Lakehead Amateur Radio Club

Pick up your copies locally from:
Skip VE3BBS, John VE3GTX, Terry VE3TKA or Jim VE3UA.

Out of town orders may be sent to:

Editorial Coordinator
Lakehead Amateur Radio Club
P.O. Box 2571
Thunder Bay ON P7B 5G1

The price is $5.00 per copy, shipping included. Please do not send cash through the mail.